(b) and '(c) Trains are not introduced exclusively for any particular segment of passengers. However, special arrangements are made to clear extra rush during festivals/melas subject to traffic justification, availability of resources and operational feasibility.

Derailment of Goods Train

2996. SHRI MENTAY PADMANABHAM : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention is invited to news-item appeared in the Indian Express dated 14th July, 1993 captioned "Goods Train derails near Cantt, quarters":

(b) whether such accidents in Railways are increasing at an alarming rate;

(c) whether it is a fact that Railways are ignoring the human cost due to such accidents;

(d) whether the Railways are giving sufficient importance to prevent accidents; and

(e) whether it is a fact that low morale amongst railway employees is an important cause of accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) and (c) No Sir.

(d) Yes, Sir.

(e) No, Sir.

Coach Factories Working in the Country

2997. SHRI KAMAL MORARKA: Will the Minister of RAILWAYS be pleased to state :

(a) the number of coach factories that are working in the country; and

(b) what is the demand for passenger coaches in the country;

(c) what was the target set for production of coaches during last three years and achievement made against these targets?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) There are four coach factories in the country viz. Integral Coach Factory, Perambur, Madras and Rail Coach Factory, Kapurthala, Punjab in the Railway Sector and Bharat Earth Movers Limited, Banglore and Jessops and Company Limited, Calcutta in the Public sector.

(b) During VIII Plan coach requirement is estimated to be 10815.

(c) The year wise production and targets of manufacture of passenger coaches during last three years is as follows :

Year	Targets	Actuals
1990-91	1855	1999
1991-92	2072	2250
1992-93	2307	2479

Work on Mangalore-Bomhay, Konkan Railway line

2998. SHRI KAMAL MORAR KA: Will the Minister of RAILWAYS be pleased to state :

(a) whether the work on Mangalore-Bombay, Konkan Railway line has been stopped in the Goa section;

(b) if so, the reasons therefor;

(c) what would be the escalation in cost due to stoppage of work in Goa section; and

(d) the details of the efforts being made to resume work in Goa Section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) to (d) An alternate route was suggested by NATPAK, a firm of consultants which was claimed to be cheaper by Rs. 80 crores than the existing alignment. The matter has been referred to a High Level Committee under Retired Supreme Court Judge, Justice G. J. Oza. The Committee is expected to submit its report by 10-9-1993. Decision regarding the alignment to be followed will be taken shortly thereafter and work will then be resumed.

The Quantum of escalation will depend on the decision of the Government on the recommendations of the High Level Committee, which will be available only after the report is received.

Outlay Spent on Passenger Amenities

2999. SHRI KAMAL MORARKA; Will the Minister of RAILWAYS be pleased to state:

(a) what is the percentage of total outlay spent on passenger amenities during last three years;